

Technical Paper 155

**Highway Functional Classification System
for the State of Rhode Island 2005-2015**

January 2005

**RHODE ISLAND STATEWIDE PLANNING PROGRAM
Department of Administration
One Capitol Hill
Providence, RI 02908-5870
www.planning.ri.gov**

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ABSTRACT

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SUBJECT: Highway Functional Classification System

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PREFACE

Highway functional classification is used in developing long-range transportation plans and in determining federal-aid funding categories. In addition this information is used to determine highway jurisdiction and management responsibility for roads based on their functional classification. This technical paper presents background information on the highway functional classification system, the process that was used to update the system, and maps and roadway listings for the 39 cities and towns.

This technical paper was compiled in cooperation with the Rhode Island Department of Transportation (RIDOT) and Federal Highway Administration (FHWA) Rhode Island Division Office. This paper was written by Walter A. Slocomb, Principal Planner, working under the supervision of John P. O'Brien, Chief; George W. Johnson, Assistant Chief; and Katherine R. Trapani, Transportation Section Supervising Planner. Others who contributed to this paper include:

Vincent Flood, Principal Research Technician
Michael C. Moan, Principal Planner

Special appreciation is due the RIDOT members of the functional classification review committee who helped with setting the Urban Boundary, recommending and reviewing changes to the functional classification map, and updating electronic mapping files.

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Highways are essential to our way of life. They provide access to where we live, work, and shop. They provide a way to travel to distant places, for business or pleasure. And they provide the means for much of the goods and services we consume to be within our grasp.¹

PART ONE

Introduction to the Highway Functional Classification System for the State of Rhode Island 2005-2015

Much of the information in this section is taken from a Federal Highway Administration manual. Please note that throughout this technical paper the term “highway” or “highways” is used to denote travel surfaces. The term will be used whether the surface under discussion is a road, a street, an avenue, a highway or has any other designation.

A: Functional Classification

Highways are commonly classified in one of two ways: *by purpose* or *by ownership*. Functional classification is the process by which highways are grouped into classes, or systems, according to the *purpose*, or the character of service they are intended to provide. This process recognizes that most travel involves movement through a network of highways and defines the nature of this traffic channelization process. This is done by defining the role a particular highway should play in serving the flow of trips through the highway network. The major concept behind the functional classification system is the relationship between highways and the functions they serve. Once the major function of a highway is established, its classification is more easily determined. In general, the two basic functions of a highway are:

1. Access to property
2. Travel mobility

Almost all highways perform both of these functions, but in varying combinations. The determination of these relationships (basically a determination of the highway's principal use) will also determine to which of the three major functional classifications the highway belongs. These three major classifications are arterial, collector and local. In general, the access/mobility relationship of these three major classifications is as follows:

¹ *Federal Highway Administration, 1999 Status of the Nations Highways, Bridges and Transit: Conditions and Performance Report*, <http://www.fhwa.dot.gov/policy/1999cpr/report.htm>

Functional Classification	Definition
Arterial Includes Interstates, other freeways and expressways	These highways emphasize a high level of mobility for through movement. They provide the highest level of mobility, at the highest speed, for long, uninterrupted travel. Arterials generally have higher design standards than other highways, often with multiple lanes and some degree of access control.
Collector	These highways provide a lower level of mobility but a larger level of property access than arterials. They are designed for travel at lower speeds and for shorter distances. Collectors typically are two-lane highways that gather and distribute traffic to and from the arterial system and the local system.
Local	These highways emphasize a high level of land access. They provide the highest level of property access, at the lowest speeds, and the lowest level of mobility. They generally have the lowest design standards and are typically two lane highways with no striping or other painted markings. They represent the bulk of the mileage in the public highway network.

B: Urban/Rural Land Areas

In addition to the access/mobility relationship, another factor that must be considered in determining functional classification is the type of area to be served by the highway under consideration. For the purposes of functional classification, there are two major area types: urban (based on Census definitions of small urban areas and urbanized areas) and rural.

In determining which areas are urban, urbanized, or rural, the definitions on the following page are applied to Rhode Island².

The federal-aid highway urban area must include, at a minimum, urban and urbanized areas as defined above by the Census. Beyond that, the urban area boundary should, among other things:

- Smooth out irregularities;
- Encompass fringe areas of residential, commercial, industrial, national defense, and transportation significance;
- Include major highway interchanges, where logical;
- Consider transit service areas;
- Consider future land use plans and encompass areas anticipated to be urbanized in the next ten years.³

² Federal Highway Administration, "Highway functional Classification: Concepts, Criteria, and Procedures". March 1989. http://www.tpd.az.gov/gis/fclass/fc_fhwa_sect_2_1.html:

Area Type	Definition
Urbanized area	An area with a population of 50,000 or more designated by the Bureau of the Census, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Such boundaries shall encompass, at a minimum, the entire urbanized area within a State as designated by the Bureau of the Census
Small Urban area	An urbanized area, or urban place as designated by the Bureau of the Census having a population of 5,000 or more and not within any urbanized area, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary
Rural area	The area outside the boundaries of small urban and urbanized areas

This combination of access/mobility functions and area types serves as the basis for the hierarchy of functional systems. The functional systems are used to determine eligibility for funding under the federal-aid system. Table 1 shows the functional classification system along with the federal-aid categories under which they qualify. Note that highways that are listed as “Non Classified Roads” on the maps in this paper are not part of the federal aid system.

C: Jurisdictional Responsibility

As noted at the start of this section, highways are commonly classified *by purpose* or *by ownership*. Jurisdictional responsibility refers to *ownership* of a particular highway. Ownership is divided among the Federal, State, and local governments. States own over 20 percent of the national highway network. The Federal Government has responsibility for about 5 percent, primarily in national parks, forests, and Indian reservations. Over 75 percent of the highway system is locally controlled, although some intergovernmental agreements may authorize states to construct and maintain locally controlled highways.

Highway jurisdiction in Rhode Island underwent changes in the late 1980s, starting with a Rhode Island League of Cities and Towns report showing that Rhode Island ranked near or at the bottom on per capita spending on state aid to cities and towns for highways⁴. In response to that report, a joint task force on highway funding and

³ Federal -Aid Policy Guide, December 9, 1991, Transmittal 1, G 4063.0

⁴ Rhode Island League of Cities and Towns, The Route to Improve Highways: Highway Funding and Classification in Rhode Island, September 1986.

jurisdiction was formed. A separate study of highway jurisdiction was reported in Statewide Planning Technical Paper 130⁵. Pavement management legislation including a highway system section was passed in 1988⁶. The (then) proposed relationship between highway jurisdiction and functional classification is shown in Technical Paper 130⁷. The relationship between highway jurisdiction and functional classification in this paper is shown here in Table 2. It should be noted, however, that due to funding limitations the 1988 legislation was never fully implemented.

Narragansett Indian Tribe highways are classified as local and as such are not eligible for Federal Aid under this program. They are, however, eligible for funding under the Indian Reservation Road (IRR) program under the Federal Lands Highway Program.

The 2003 Rhode Island Department of Transportation report of functionally classified highways shows a total of 6,415.4 miles in the state and is divided as follows.

Local Highway/local jurisdiction	4,547.9 miles (70.9 percent)
Highways/state jurisdiction	1,867.5 miles (29.1 percent)

A listing of the urban and rural functional classifications by type and mileage is shown in Table 3.

D: Previous Functional Classification System Technical Papers

This is the third in a series of functional classification systems for Rhode Island. The initial system was prepared in 1976 for 1980⁸, while the second system was prepared in 1982 for 1995 - 2005⁹. This 1995-2005 system was subsequently updated in 1988¹⁰. It is interesting to note, but probably of no significance, that in the urban classification areas the term “street” was used (minor arterial street) while the term “highway” (minor arterial highway) was used in the rural classification areas.

⁵ Rhode Island Department of Administration Division of Planning, Highway Jurisdiction in Rhode Island, Technical Paper 126, May 1987.

⁶ Rhode Island General laws 24-8-1 (P.L. 1988. ch. 633 § 4.

⁷ Division of Planning, Rhode Island Department of Administration, Highway Functional Classification System for the State of Rhode Island 1995-2005, Table 2, p.4.

⁸ Rhode Island Statewide Planning Program, A 1980 Functional Classification Highway System for the State of Rhode Island, Technical Paper Number 60, January 1976.

⁹ Rhode Island Statewide Planning Program, Highway Functional Classification System for the State of Rhode Island 1995-2005, Technical Paper Number 100, March 1982.

¹⁰ Division of Planning, Rhode Island Department of Administration, Highway Functional Classification System for the State of Rhode Island 1995-2005, Technical Paper Number 130, October 1988.

Table 1

**2005 – 2015 FUNCTIONAL CLASSIFICATION SYSTEM
and FEDERAL AID SYSTEM**

Functional Classification System	Federal Aid System
<p><u>Urban</u></p> <p>Interstate Freeway/Expressway Principal Arterial Minor Arterial Collectors Local Non Classified</p> <p><u>Rural</u></p> <p>Interstate Principal Arterial Minor Arterial Major Collector Minor Collectors Local Non Classified</p>	<p><u>Urban</u></p> <p>Interstate Primary Urban</p> <p><u>Rural</u></p> <p>Interstate Primary Secondary</p>

Table 2

**RELATION OF FUNCTIONAL SYSTEM 2005 – 2015
TO PROPOSED HIGHWAY JURISDICTION**

Functional System	Proposed Jurisdiction
Interstate Highways	State
Other Freeways and Expressways	State
Principal Arterials	State
Minor Arterials (Urban and Rural)	State (except in cities)
Major and Urban Collectors	Local
Rural Minor Collectors	Local

Table 3

RHODE ISLAND FUNCTIONAL CLASSIFICATION MILEAGE

Rural Mileage	1,221.8	18.63%
Interstate	21.4	0.3%
Principal Arterial	48.0	0.7%
Minor Arterial	65.1	1.0%
Major Collector	145.3	2.2%
Minor Collector	125.0	1.9%
Off System (Local)	817.0	12.5%
Urban Mileage	5,193.7	79.21%
Interstate	49.8	0.8%
Freeway and Expressway	85.4	1.3%
Other Principal Arterials	357.6	5.5%
Minor Arterial	361.1	5.5%
Collector	608.9	9.3%
Off System (Local)	3,731.0	56.9%
Other Mileage in Rhode Island State Model*	141.1	2.15%
Ramps and U-turns	141.1	2.15%
Total	6,556.5	100.0%
* Ramps and U-turns are not eligible for funding under the Federal Aid System. They are, however, an integral part of the highway system and are represented in the state model to properly represent the traffic flow patterns.		

PART TWO

PROCEDURES AND PROCESS FOR PREPARING THE YEAR 2005-2015 FUNCTIONAL CLASSIFICATION SYSTEM

In Rhode Island, the functional classification system is prepared and maintained by the Rhode Island Statewide Planning Program (Statewide Planning), in cooperation with the Rhode Island Department of Transportation (RIDOT). Statewide Planning is the staff agency of the State Planning Council, which is the Metropolitan Planning Organization (MPO) for the state. As set forth in the State Planning Council's Rules of Procedure (Rule I, Part 12.09), the Technical Committee is delegated responsibility for adopting and amending the functional classification for the state.

A: Publication

In the interest of cost savings, convenience, and ease of updating, this report is only being distributed in electronic format. The previous technical papers on this topic were a series of maps, one for each municipality, bound along with the Introduction and Update narrative text and appendices. This resulted in technical papers of over 115 pages long (with color graphics), which were widely distributed throughout the state. The decision was made to take advantage of electronic technology and eliminate paper copies in favor of distribution on CD and publication on the website.

Over 20 technical papers, reports and other publications are already available on line, although they had first been available for general distribution in a paper copy. Distribution would be available to a wider audience since it would be available on a 24/7 basis on the web and could be available to anyone that was interested, if not at home at least at the local library. Timeliness is important because the list of functionally classified highways is subject to updating. If a highway classification is changed, there is no way to ensure that all printed copies in circulation are updated. The map on the web site can be updated, the change noted, and is immediately available on a wide circulation.

A change was made in the format of the "Listing of Functionally Classified Streets by City and Town" section of the report. This section, in previous reports, consisted of one or more pages for each municipality listing, by functional class, each classified highway in the community. The listing for each highway consisted of the following format:

<u>Route</u>	<u>Segment Name</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Jurisdiction</u>
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After several attempts with the current system it became apparent that this system would not allow for the listing of the “From” and “To” point of each segment. Therefore the listing for each highway consists of the following format:

<u>Route</u>	<u>Municipality</u>	<u>Segment Name</u>	<u>COUNTY</u>	<u>Miles</u>	<u>S/L</u>
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Maps and listings can be accessed from the home page of this report. Should there be a discrepancy between the map and the listing, the map should be considered correct. This Functional Classification map was approved by the Federal Highway Administration on June 12, 2003 and was signed by FHWA, RIDOT and Statewide Planning (See Section B 4, *Review and Approval*).

B: Process and Steps

1. Revise the Functional Classification System

One major change in the functional classification system from 1995 – 2005 was a reformatting and consolidation of categories. The system used in previous years was divided into “urban areas” and “rural areas”. Each area had four major classifications and some of the classifications had between two and four sub-classifications. These combined to make a total of thirteen classifications, including the “Urban Local” and “Rural Local” classifications). Under the new system there are six classifications for active highways and two classifications for proposed highways for a total of eight classifications. The new system was coordinated with the RIDOT HPMS coding. The previous and current systems are shown in Table 4 on the following page. There was no “one to one” change in classifications; a highway that was classified as an “Other Principal Arterial” was not automatically classified as an “Other Arterial” or “Principal Arterial” or “Minor Arterial”. Each highway was looked at and classified according to the function it served. The classifications that were eliminated were “connecting links” to the various other classifications.

2. Revise the Urban Boundary

As part of the functional classification system the urban boundary needed to be redefined based on the 2000 Census. This process began with a series of meetings between Rhode Island Department of Transportation (RIDOT) and Statewide Planning using the criteria previously mentioned in Part 1. Because the functional classification is for future years, projected changes in population and land use were incorporated into locating the urban boundaries. The projected urban boundary was then adjusted to coincide with the following:

- Census defined boundary
- Town line
- Roadway (can fall on center line or either side of ROW)
- Or other mapped feature

The Statewide Map shows the 2005-2015 urban area boundaries in Rhode Island.

3. Communication With Local and State Governments

Statewide Planning prepared two sets of municipal maps, and a statewide map showing the proposed 2005-2015 functional classification system. To insure local involvement in developing the system, a cover letter (Appendix A) including a link to a FHWA web site providing information on classification definitions, and a municipal functional classification map was sent to each of the 39 cities and towns for their review and comments. A courtesy copy (without enclosures) was also sent to the municipal planning directors and the municipal public works directors. The letters were dated March 24, 2003, and a response date of April 18, 2003, was requested. If cities and towns did not respond, it was presumed they were in agreement with the proposed system.

A cover letter referencing the statewide map, which was available through the Statewide Planning web site, was sent to several Rhode Island state agencies and to transportation and planning agencies in Connecticut and Massachusetts for their review. It was necessary to include both instate and neighboring transportation agencies for the consistent treatment highways in state facilities (such as parks, industrial facilities and airports) and where highways cross into Connecticut and Massachusetts. The distribution list is part of the letter and is shown in Appendix B. Again, the letters were dated March 24, 2003, and a response date of April 18, 2003, was requested. If agencies did not respond, it was presumed they were in agreement with the proposed system. The second set of municipal maps remained in the Statewide Planning office as a staff copy and for review by the Technical Committee.

4. Review and Approval

Statewide Planning and RIDOT staff met to discuss the changes that were suggested by the municipalities and agencies. The individual proposals were acted upon based on procedures described in the federal manual, local knowledge of the area, knowledge of new highways, the future planned systems, other proposed projects and development affecting highways, and in some cases site visits.

The recommendations were presented to the Technical Committee of the State Planning Council in May of 2003, and as part of the agenda of the June 6, 2003 meeting, the Technical Committee approved the staff recommendations for submission to the Federal Highway Administration.

A letter of reply (Appendix C) and a "Summary of Comments and Proposed Revisions" (Appendix D) was sent to the municipalities and agencies that responded. The "Summary of Comments and Proposed Revisions" included a list of respondents, their proposals, and staff recommendations.

The Federal Highway Administration approved the Functional Classification map on June 12, 2003. Three original maps were prepared, all signed by Statewide Planning, RIDOT and FHWA. Each agency retains one signed copy.

5. Amendment Process

Functional classification is not static; rather it is a process that responds to the changes in local communities and the state. These changes can be brought about by several factors including population and employment changes (by growth or shift), or by the relocation or addition of new highways by a municipality or the state.

To start the amendment process the agency requesting a change should submit a request to the Statewide Planning Program Chief. The request should include the name of the municipality, the name of the highway, the limits of the proposed change (from ABC Street to ZYX Avenue), the present and proposed functional classification, and the reasons and documentation for the proposed change. Documentation supporting the reasons should be based on how the use of the highway has changed or will change in the future, and a description of the factors that brought about the change.

Statewide Planning staff and RIDOT staff will review the request and present the request and the recommendation(s) to the Technical Committee for review and decision. Statewide Planning will notify the requestor of the date of the presentation to the Technical Committee and the decision. If the request is approved staff will edit the FHWA approved functional classification highway map, the functional classification map on the Statewide Planning web site, and on the municipal map. Changes to the Functional Classification system also require approval by the FHWA. Upon final approval, a copy of the edited version will be sent to the requesting agency and will be posted on the RISPP website.

Appendices

Appendix A	Letter sent to each Rhode Island municipality
Appendix B	Letter sent to Rhode Island, Connecticut and Massachusetts transportation and planning agencies
Appendix C	Follow up letter to responding agencies
Appendix D	Federal Aid Highway Functional Classification Summary of Comments and Proposed Revisions

Appendix A

Letter sent to each Rhode Island municipality

MEMORANDUM

TO: Municipal Chief Executives
DATE: March 24, 2003
RE: **Proposed Revisions to the Highway Functional Classification System**

Following the decennial census, the state updates its federal aid highway urban boundary map, and following that, the highway functional classification. The Federal Highway Administration approved the revised urban boundary map on January 27, 2003. Please bear in mind that this urban boundary is used only for the highway functional classification to differentiate between urban and rural highway segments. It is not a growth boundary. The highway functional classification defines roadways in the state that are eligible to receive federal funding. The following FHWA linked web site provides information on classification definitions; http://tpd.az.gov/advplan/fc_home/guidelines/fc_fhwa_gdeln.html

Please find attached a map of your city or town with the proposed highway functional classifications. We ask that each municipality **please review the proposed changes and provide written comments to us by April 18, 2003**. If no comments are received by this date, we will assume that your municipality concurs with the proposed revisions. For your convenience, the statewide map can also be viewed as a PDF file at www.planning.ri.gov/transportation (select "Highway Functional Classification Update"). Please know that involvement and input from the cities and towns is an important part of this process.

Following receipt of written comments, appropriate changes will be made. States are also required to coordinate with bordering states, in our case, Massachusetts and Connecticut. The map will be provided to the Technical Committee of the State Planning Council for their discussion on May 2, 2003 and their approval on June 6, 2003.

Please direct any questions and comments to:

Katherine R. Trapani, AICP
Supervising Planner
RI Statewide Planning
One Capitol Hill
Providence, RI 02908

e-mail: katherinet@mail.state.ri.us
phone: 222-6479
fax: 222-2083

John P. O'Brien, Chief

CC: Municipal Planning Directors (without enclosures)
Municipal Public Works Directors (without enclosures)

Appendix B

Letter sent to Rhode Island Connecticut and Massachusetts transportation and planning agencies

MEMORANDUM

TO: Distribution List
DATE: March 24, 2003
RE: **Proposed Revisions to Rhode Island's Highway Functional Classification**

Please be advised that the RI Department of Transportation and the RI Statewide Planning Program are updating the highway functional classification map to reflect new roads and interchanges, changes in roadway function, and approval of the revised urban boundary map by the Federal Highway Administration on January 27, 2003.

A PDF file can be viewed of the entire state with the proposed federal aid highway functional classification system at www.planning.ri.gov/transportation (select "highway Functional Classification Update"). We ask that you **please review the proposed classifications and provide written comments to us by April 18, 2003**. We are looking specifically for feedback on roads that cross into Massachusetts and Connecticut and consistent treatment of state facilities (such as parks, industrial facilities, and airports). If no comments are received by this date, we will assume that you concur with the proposed revisions. We are simultaneously sending proposed changes out to cities and towns in Rhode Island. We are willing to meet with you to discuss any comments or questions you may have.

Following receipt of comments, appropriate changes will be made. The map will then be provided to the Technical Committee of the RI State Planning Council (MPO for the State of RI) for their discussion on May 2 and their approval on June 6.

Please direct any questions and comments, and requests for hard copy maps of individual cities and towns to:

Katherine R. Trapani, AICP
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John P. O'Brien, Chief

Distribution List: Rhode Island Public Transit Authority, Rhode Island Airport Corporation, Rhode Island Economic Development Corporation, RI Department of Environmental Management, Rhode Island Bridge and Turnpike Authority, Massachusetts Highway Department, Connecticut Department of Transportation, Southeast Connecticut Council of Governments, Northeast Connecticut Council of Governments, Southeastern Massachusetts Regional Planning and Economic Development District, Central Massachusetts Metropolitan Planning Organization

CC: Ralph Rizzo, FHWA, RI Division Office

Appendix C

Follow up letter to responding agencies

Date

Dear :

This is in response to your comments of [date of comments] on the federal aid highway functional classification of roadways in Rhode Island. We received comments and requests from ten Rhode Island communities as well as from the states of Connecticut and Massachusetts.

Rhode Island Statewide Planning staff and Rhode Island Department of Transportation staff initially reviewed all the comments and requests and arrived at recommendations for all the requests for classification changes. This information was presented to the Technical Committee of the State Planning Council in May, and as part of the agenda of the June 6, 2003 meeting, the Technical Committee approved the staff recommendations for submission to Federal Highway Administration.

The approved recommendations and comments are presented on the enclosed sheets. A new federal aid highway functional classification report for the state will be drafted by this office and will include a database of all the federal aid highways by city and town as well as a map that will be available in paper and electronic form.

If you have any questions, please contact me at 401.222.6479.

Sincerely,

Katherine R. Trapani, AICP
Supervising Planner

Enclosure

Appendix D

FEDERAL AID HIGHWAY FUNCTIONAL CLASSIFICATION SUMMARY OF COMMENTS AND PROPOSED REVISIONS

SUBMITTED BY:	REQUEST: AS PROPOSED:	CHANGE TO:	STAFF RECOMMENDATION:
Connecticut DOT	No comments at this time. Has not yet begun updating their map.		Comment noted.
Mass Highway (correspondence pointed out differences, but did not specifically request changes)	Uxbridge: MA codes the Douglas Pike as a rural minor collector. It is a local road in Burrillville.		Change RI portion to rural minor collector.
	Millville: MA codes Route 146 as an urban principal arterial. It is an urban freeway/expressway in North Smithfield.		Mass. should change to urban freeway/expressway to reflect actual characteristics and functions of the roadway.
	Seekonk: MA codes Route 114A as an urban minor arterial. RI's code (in East Providence) is difficult to read because of the thick line representing the code for Route 114.		Verified that it is an urban minor arterial.
	Seekonk: MA codes River Street leading to Route 6 as an urban collector. RI's code (in East Providence) is difficult to read because of the thick line representing the code for since Route 114.		Verified that it is an urban collector.
	Fall River: MA codes Route 24 as an urban principal arterial. It is an urban freeway/expressway in Tiverton.		Mass. should change to urban freeway/expressway to reflect actual characteristics and functions of the roadway.
	Uxbridge on the western boundary: The MA urban boundary at Route 146A is unlikely to be extended and appears consistent with RI's revised urban boundary in North Smithfield.		Comment noted.
	Westport on the southern boundary: The MA urban boundary a few miles south of Route 177 is unlikely to be extended and appears consistent with RI's revised urban boundary in Tiverton.		Comment noted.
West Warwick (did not provide site-specific evidence)	Pontiac Ave (local road)	Urban collector	Urban collector, including portion of roadway in Warwick.
	Burlingame Rd (local road)	Urban collector	Urban collector – direct connection between two other collectors; also change portion of same road in Cranston (Country Lane)
	River St (local road)	Urban collector	Urban collector – direct connection between arterial and collector
	Prospect Hill Ave (local road)	Urban collector	Should remain local road – appears to serve only local traffic
	Tanglewood Dr (local road)	Urban collector	Should remain local road - appears to serve only local traffic
	Earl St (local road)	Urban collector	Should remain local road - appears to serve only local traffic
	Pawtuxet Terrace (local road)	Urban collector	Should remain local road - appears to serve only local traffic
	Robinson Way (local road)	Urban collector	Should remain local road - appears to serve only local traffic
	Lonsdale St (local road)	Urban collector	Should remain local road – appears to serve only local traffic
	Kulas Rd (local road)	Urban collector	Should remain local road – appears to serve only local traffic
	Jaycee Dr (local road)	Urban collector	Should remain local road - appears to serve only local traffic
	Service Rd (local road)	Urban collector	Should remain local road - appears to serve only local traffic
	Juniper Dr (local road)	Urban collector	Should remain local road - appears to serve only local traffic

SUBMITTED BY:	REQUEST: AS PROPOSED:	CHANGE TO:	STAFF RECOMMENDATION:
Providence (did not provide site-specific evidence)	Charles St (urban collector and minor arterial)	Principal arterial	Change collector segment to urban minor arterial from Silver Spring St to Mineral Spring Ave in N. Providence (not principal because it is parallel and in close proximity to Rte 146)
	Westminster St (minor arterial)	Principal arterial	Should remain as urban minor arterial – only 2 lane road, runs parallel to Routes 6/10
Exeter (provided description of traffic)	Route 3 Nooseneck Hill Rd (minor arterial and major collector)	Rural minor arterial	Should remain as is. The segment with the higher classification reflects the east – west movement from Route 102 to Route 165. Route 3 in West Greenwich and Richmond is a major collector.
	Sunderland Road and Hopkins Hill Rd ((local road)	Rural major collector	Change to rural minor collector – provides a north-south link between Exeter and West Greenwich. Field checked.
	Widow Sweets Road (local road)	Rural major collector	Should remain local road – roughly parallel to Sunderland Road and Hopkins Hill Rd which will be reclassified.
	Mail Rd and Tripps Corner Rd (minor collector)	Rural major collector	Should remain a rural minor collector. Provides a link between a principal and a minor arterial
Lincoln (claims that these streets are currently “state aid” roads that we are eliminating from system – did not request a specific designation) <i>see explanation below</i>	Harris Avenue (local road)		Should remain local road – appears to serve only local traffic
	Manville Ave (local road)		Should remain local road – appears to serve only local traffic
	Sherman Ave (local road)		Should remain local road – appears to serve only local traffic
	Arnold St (local road)		Should remain local road – appears to serve only local traffic
	Old Main St (local road)		Should remain local road – appears to serve only local traffic
North Kingstown	Gilbert Stuart Rd (local road)	Urban collector	Change to urban collector. Connects freeway to principal arterial.
	Snuff Mill Rd (local road)	Urban collector	Should remain local road - appears to serve only local traffic, very few side streets
	Pendar Rd (local road)	Urban collector	Should remain local road - appears to serve only local traffic, parallel and in close proximity to Route 1
	Map does not reflect changes to roadway system at Quonset, including new Route 403		New line work has been received and will be reflected in updated map
Woonsocket	Marquette Way	Renamed Veterans Parkway	Change is noted
	Ninth Avenue (obscured on map)	Urban collector	Is and will remain urban collector
	Park East Drive	Confirm that roadway has been extended and is called Park East Drive in Woonsocket and Highland Corporate Drive in Cumberland.	Change is noted.
	Davison Ave (local road)	Urban collector	Error on map; it is and will remain urban collector
East Greenwich	Frenchtown Rd [Tillinghast to Shippee] (local road)	Urban collector	Change to urban collector due to growth in the area
Foster (description of traffic generators provided)	South Killingly Road [Rte. 94 to Conn. Line] (local road)	Rural minor collector	Change to rural minor collector (only as far west as Cucumber Hill Road). Provides east-west route to Connecticut and has a number of public facilities.
Narragansett	No objections to proposed map.		Comment noted.
New Shoreham	High Street (local road)	Rural major collector	Error on map; it is and will remain rural minor collector. It is partially a gravel road and posted “No Thru Traffic”

Several roadways in Lincoln were improved in the past with funds from the Community Highway Improvement Program (“CHIPS”). This is/was a local aid program, and therefore these roads have never been considered “state aid” roads.